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**June 28, 2012**

**Notice of Preparation of an Environmental Impact Report  
And Public Scoping Meeting**

**EIR Number:** ENV-2012-1470-EIR

**Project Name:** Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the 2010 Bicycle Plan - First Year of the First Five-Year Implementation Strategy and the Figueroa Streetscape Project

**Project Location:** Citywide (see Figure 1)

**Council District:** Citywide

**Due Date for Public Comments:** July 30, 2012

The City of Los Angeles Department of City Planning (Lead Agency) will prepare an EIR for the proposed City of Los Angeles 2010 Bicycle Plan-First Year of Five Year Implementation Strategy and the Figueroa Streetscape Project (proposed project). This NOP is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments from interested parties are requested as to the scope and content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project.

**Project Characteristics:** The proposed projects consist of the following: 1. First Year of the First Five-Year Implementation Strategy; and 2. Figueroa Corridor Streetscape Project a project centered around separated bike lane and facilitating pedestrian activity on a three-mile stretch of South Figueroa and adjacent streets around the Staples Center. Both projects are described in more detail below.

*Bicycle Plan: First Year of the First Five-Year Implementation Strategy*

This proposed project would include the implementation of over 40 miles of projects (see **Table 1** below). Not included in the project are bikeways that are planned to proceed based on the previous Mitigated Negative Declaration – i.e. bicycle lanes that are not anticipated to result in any significant adverse impacts. Types of treatments being considered under the proposed project include bicycle lanes (protected bike lanes as part of the My Figueroa project) and reconfiguration of roadway striping as necessary and would in general include the loss of one or more vehicular travel lanes. In addition to, and in some cases as an alternative to the loss of vehicular travel lanes, loss of existing parking lanes could occur where applicable.

The proposed project consists of new bicycle lanes that would be striped along existing City of Los Angeles streets within existing rights-of-way as identified in Figure 1. Installation of the bicycle lanes is anticipated to take less than 12 months and would begin sometime in 2012 or 2013. Implementation of the proposed project would create a greater network of connectivity and would help meet the goals of the 2010 Bicycle Plan. Implementation of the proposed project would not change existing access. As described above, some loss of existing street parking lanes could occur.

**TABLE 1: BICYCLE PLAN -- FIRST YEAR OF THE FIRST FIVE YEAR IMPLEMENTATION STRATEGY**

Street	Limits	Length (miles)	Area/Connection
Venice Blvd.	San Vicente Blvd. to Main St.	3.9	City Center South
Lankershim Blvd.	Cahuenga Blvd. to Chandler Blvd.	2.4	Universal
Cahuenga Blvd. W	Lankershim Blvd. to Pilgrimage Bridge	2.3	Universal
Cahuenga Blvd. E	Pilgrimage Bridge to Odin St	0.3	Universal
Caesar E Chavez Ave.	Figueroa St. to Mission Rd.	1.3	Hollywood to Alhambra
Mission Rd.	Cesar E. Chavez Ave. to Soto St.	2.4	Hollywood to Alhambra
7 <sup>th</sup> St.	Figueroa St. to Soto St.	2.9	City Center South
Vermont Ave.	Venice Blvd. to Wilshire Blvd.	1.2	City Center South
Martin Luther King Jr. Blvd.	Marlton Ave. to Figueroa St.	3.2	City Center South
N. Figueroa St.	San Fernando Rd. to Colorado Blvd.	5.1	Northeast
S. Figueroa St.	7 <sup>th</sup> St to Martin Luther King Jr. Blvd.	3.0	Southeast
Westwood Blvd.	Santa Monica Blvd. to National Blvd.	1.6	Westside
Bundy Dr.	San Vicente Blvd. to Stanwood Dr.	3.2	Westside
Centinela Ave.	Stanwood Dr. to Culver City limit at Washington Pl.	1.3	Westside
Sepulveda Blvd.	National Blvd. to City/County limit (N/O Ohio Ave.)	2.1	Westside
Ave. of the Stars	Pico Blvd. to Santa Monica Blvd.	1.0	Westside
Colorado Blvd.	Glendale City limit (200' e/o Lincoln Ave.) to Ave 64	3.0	Northeast
Woodley Ave.	Stagg Street to Chase St.	0.8	Valley
Devonshire St.	Haskell Ave. to Sepulveda Blvd.	0.4	Valley
2 <sup>nd</sup> St.	Beverly Blvd./Glendale Blvd. to Broadway St.	1.0	Central City
Grand Ave.	Washington Blvd. to 30 <sup>th</sup> St.	0.7	South
Virgil Ave.	Santa Monica Blvd. to Melrose Ave	0.5	Hollywood
<b>Total</b>		43.3	

Source: City of Los Angeles, LADOT

### *Figueroa Corridor Streetscape Project (“My Fig”)*

The Figueroa Corridor Streetscape Project includes a combination of one way bike paths (in the direction of adjacent traffic) within the existing roadbed and next to the curb, separated from vehicular traffic lanes by physical barriers, and standard bike lanes with painted buffers along a 3-mile stretch of Figueroa Street through Downtown and South Los Angeles from 7th Street to Martin Luther King Jr. Blvd. Vehicular travel lanes would be reduced where necessary to incorporate these facilities within the existing curb-to-curb roadbed, and to maintain safe and efficient operation for all users.

This project would also include a one-way westbound bicycle facility (along six blocks of 11th Street in Downtown Los Angeles from Broadway to Figueroa Street). The Downtown LA Streetcar project, as currently envisioned, includes track service on both 11th Street and Figueroa Street. The bicycle and streetscape facilities of My Fig would coexist with the streetcar where applicable.

Though the existing vehicular travel lanes would be reduced where necessary to incorporate the bicycle facilities, the existing northbound peak period bus lane would be retained. Where one-way bike paths within the existing roadbed are installed and operation allows for it, outboard bus platforms would be constructed between the bike path and travel lanes to facilitate boarding and alighting of passengers without requiring buses to cross or block the bike path.

The one way separated bike path facilities as part of My Fig would also include modified traffic signals to provide separate bike signal heads combined with two-stage left turn queuing space at signalized intersections to allow bicyclists to safely turn left from Figueroa onto perpendicular streets. Demarcations, using colored paint and signage, will be provided through intersections and conflict zones, such as driveways or at other potential bicycle/vehicle and bicycle/pedestrian mixing areas.

Bill Robertson Lane, from Exposition Boulevard to Martin Luther King Jr. Boulevard will remain two way, with one travel lane in each direction. Bike lanes with a painted, striped buffer will be provided northbound and southbound on Bill Robertson Lane. On-street parking on the west side of Bill Robertson opposite the Roy A. Anderson Recreation Center between Leighton Avenue and Martin Luther King Jr. Boulevard would be retained. Where possible, a sidewalk extension on the east side of the street is proposed to create the more generous pedestrian promenade imagined in the Exposition Park Master Plan.

**Streetscape Improvements:** The project proposes streetscape improvements, including pedestrian scale street lighting, street trees and planting areas (which could manage and cleanse stormwater from the roadway), repaired sidewalk paving and enhanced paving at transit stops, enhanced crosswalk treatments (using materials such as Streetprint), transit furniture, and public art. The proposed project is intended to provide similar pedestrian scale improvements such as lighting, street trees, enhanced crosswalks, and art on 11th Street, Bill Robertson Lane and Martin Luther King Jr. Boulevard.

**Access:** Access to transit vehicles would be provided by curb ramps from the sidewalk to ADA accessible bus platforms outboard of the bicycle lanes in the street. Transit waiting areas would be accommodated at existing bus stops on the sidewalks, with the bus platforms primarily for passenger boarding and alighting from transit vehicles. In constrained areas of the corridor, where on street parking cannot be accommodated, or does not exist now, busses would load from the curb, as usual.

**Issues to Be Addressed In the EIR:** Based on the project description, Initial Study, and the Lead Agency's understanding of the environmental issues associated with the proposed project, the following topics have tentatively been identified to be analyzed in detail in the EIR:

- Air Quality
- Land Use and Planning
- Noise
- Traffic and Parking

Alternatives to be analyzed in the EIR will be defined based on their potential to reduce or eliminate significant environmental impacts associated with the proposed project. The specific alternatives to be evaluated in the EIR may include, but are not limited to, the "No Project" alternative as required by CEQA and alternative land use configurations.

**Submittal of Written Comments:** The Lead Agency solicits comments regarding the scope, content and specificity of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. Please send your written/typed comments (including a name, telephone number, and contact information) to the following:

David Somers, Citywide Section  
Department of City Planning  
200 N. Spring Street, Room 667  
Los Angeles, CA 90012  
Phone: (213) 978-3307  
Fax: (213) 978-1477  
E-Mail: david.somers@lacity.org

Because of time limits mandated by state law, written comments must be provided to the City of Los Angeles at the earliest possible date, but no later than 5:00 p.m. on July 30th.

**Notice of Scoping Meeting:** Pursuant to California Public Resources Code §§21081.7, 21083.9, and 21092.2, the Lead Agency will conduct three public scoping meetings (plus a webinar will be available on-line) for the purpose of soliciting oral and written comments from interested parties, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, as to the appropriate scope and content of the EIR.

All interested parties are invited to attend a scoping meeting to assist in identifying issues to be addressed in the EIR. The scoping meetings will include a brief presentation as to the projects to be addressed in the EIR and will provide attendees with an opportunity to provide input in to the scope of the EIR. The information presented at the three scoping meetings and in the webinar will be identical. Scoping meetings will be held as follows:

July 10, 2012, 5 pm to 7 pm  
Caltrans District 7 Building, Room 01.040B  
100 S. Main St.  
Los Angeles, CA 90012

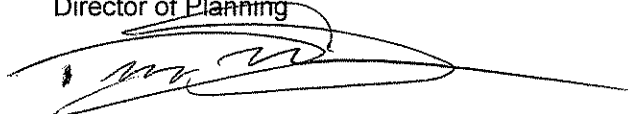
July 12, 2012, 6 pm to 8 pm  
LADOT Western Parking Enforcement Office,  
11214 W. Exposition Blvd., 1<sup>st</sup> Floor  
Los Angeles, CA 90064

July 18, 2012, 6 pm to 8 pm  
Los Angeles River Center & Gardens,  
California Building  
570 West Avenue 26  
Los Angeles, CA 90065

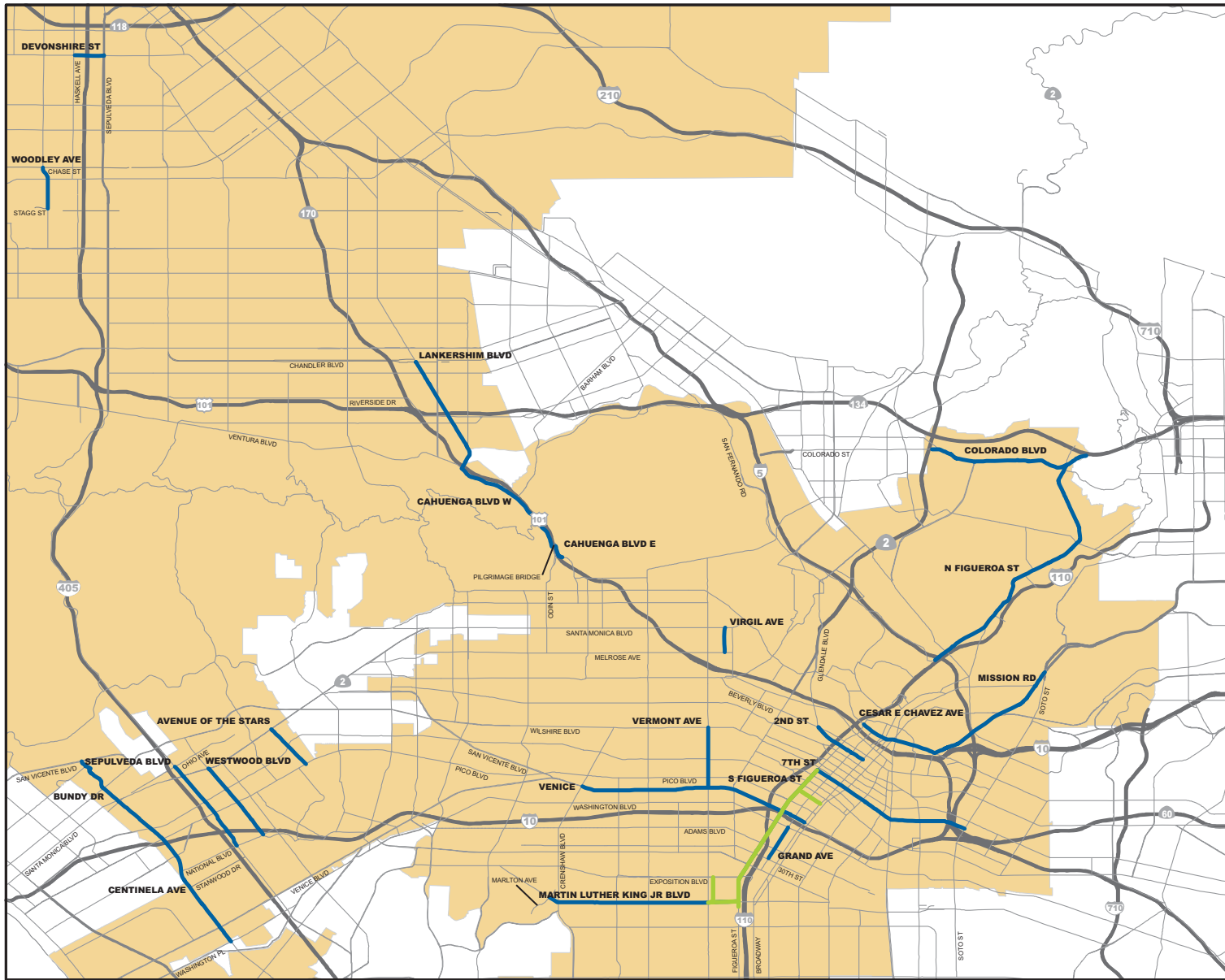
Webinar, July 17<sup>th</sup>, 3 PM to 4 PM  
Check LADOT Bike Blog for webinar log in details: <http://ladotbikeblog.wordpress.com/>

For additional information, please contact David Somers at (213) 978-3307.

Michael J. LoGrande  
Director of Planning



David J. Somers  
Citywide Section



**LEGEND:**

- Bicycle Lane
- "My Figueroa" Streetscape Project
- City of Los Angeles

SOURCE: ESRI and TAHA, 2012.

APPROX. SCALE

